

INTIMATIONS

NOW READY

CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.FOB
1892,With which is incorporated
THE CHINA DIRECTORY.This is the
THIRTY-FOURTH ANNUAL ISSUE,and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.The DIRECTORY covers the whole of the
ports and cities of the Far East, from Penang to
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATER.OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.The Finest Ingredients only are used, and
the greatest Care and Cleanliness exercised in
the Manufacture throughout.The Water is proved by repeated
Analyses to be Absolutely Pure.For COAST POETS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."And all signed messages addressed there will
receive prompt attention.The following is a list of Waters always
kept ready in Stock:

PURE AERATED WATER

SODA WATER

POTASH WATER

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SARSAPARILLA WATER

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No Credit given for Bottles that look dirty
or greasy, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May 1892.

NOTICE TO READERS.—
Only communications relating to these columns
should be addressed to THE EDITOR.Correspondents from America and Canada
are requested to address their communications
to the American Editor, not to the Editor, not
for publication, but as evidence of good faith.All letters for publication should be written on one
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The Daily Press.

HONGKONG, JULY 20th, 1892.

Whilst the opening of the West River takes
place it is not improbable that after the first
rush some disappointment may be felt,
for new trade openings are generally rather
overdone at first and it takes some little
time before things settle down and develop-
ment resumes a normal course. In this
connection we find some interesting remarks
in the report of Mr. TRATMAN, Acting
Consul at Chungking, on the trade of the
port for last year. "In 1892," Mr. TRATMAN says, "when the effect of the partial
opening of the port was first felt, there
was a rush of imports, with the result that
"the market was overstocked, and in 1893,
"with one exception, a decline in all goods
is noticeable. In 1894, with two or three
exceptions, a further decline took place,
"which is to be attributed to the serious
fluctuations in exchange. In 1895 there
is a general and encouraging recovery.
"Exchange has been steady, with a slight
tendency to rise, and this has inspired
importers with a confidence which
shows itself in the returns. 1895 may be
taken as a normal year, and, if conditions
remain unchanged, may be safely used
as a basis for future comparison." Else-
where Mr. TRATMAN speaks of the results
last year being extremely encouraging, and
adds, "If it has been attained in face
of the various disabilities under which
Chungking at present labours, what may
not be expected when the port becomes
the true seat of an open one?" He also
expresses the hope that in the near future
foreign representatives of the various firms
will replace the present native agents and
take full advantage of the privilege which
the treaty offers them in the matter of trans-
it fees.The experience of Chungking, partial as
the opening has been, ought to stimulate
the Foreign Powers to press for the opening
of more ports and trading stations on
every possible occasion. In tracing the
development of the trade it is necessary
to take the Customs returns of
Ichang, as all the goods for Chungking are
transhipped there into junks and are in-
cluded in the first instance in the imports
at that port. In 1890, the year before the
nominal opening of Chungking, the import
of foreign goods at Ichang amounted to
Tls. 4,237,126, and for the succeeding years
the figures are as follows:—1891, Tls.
3,702,411; 1892, Tls. 3,691,517; 1893,
3,914,265; 1894, Tls. 4,398,481, and 1895,
Tls. 5,21,632. The trade last year was
therefore 66 per cent. greater than the year

before the opening of Chungking, and the
increase must be ascribed mainly to the
greater facilities and greater freedom from
squeezes under the new arrangement. In
the Kwangtung province the proportional
increase in trade that would follow the
opening of new ports would probably be
very much greater than this, for before the
opening of Chungking to foreign trade goods
were conveyed from Ichang to the South
under transit pass, whereas in the South the
trade system is as yet practically non-
existent, though forts are now being
made to compel the officials to comply
with the provisions of the treaty.

It has recently been urged, "In quarters
where ripe knowledge might have been
expected," that the transit pass is as much
a snare and delusion in North China as it is
down here in the South. The fact is, how-
ever, that the revenue from transit dues
last year was greater than it had been before,
with the exception of the years 1890 and
1891, being no less than Tls. 521,000.
It is not to be supposed that merchants
would pay dues to that extent, covering,
say, Tls. 20,000,000 worth of goods, if they
did not derive some advantages therefrom.
In the South, however, which makes the opening
of new ports and trading stations of even
greater importance than it is in the North,
where, if the system does not work perfectly,
it nevertheless offers substantial advantages.
It has not yet been introduced at Chung-
king, but from Mr. TRATMAN's remarks
quoted above it will be seen that that officer
considers that when it is introduced trade
will materially benefit thereby.

There were no cases of plague yesterday.
The condition of Miss McIntosh remains
about the same.

News has been received by wire from
Shanghai that the Government has reduced the pass duty
on Malwa opium from 650 to 600 rupees.—N. C.
Daily News.

The Portuguese gun-boat *Diu*, Lieutenant
Xavier de Brito, from Macao, arrived at Colombo
on the 14th July on her way to Manila
and was to sail on the 19th, via Singapore.

The P. M. steamer *Cina*, with mails, &c.,
which left Hongkong 24th June, for San Francisco
via Nagasaki, Iwo Jima, Island Sea, Tokio,
Honshu, arrived at her destination on the
19th instant.

The O. & O. steamer *Gastie*, with mails, &c.,
from San Francisco 1st the 2nd instant, via
Honshu, has arrived at Yokohama, and is
here for this port on the morning of the 24th inst.,
via Nagasaki.

A stonecutter employed in re-building a fence
in Queen's Road West was accidentally killed
on Sunday morning. He missed his footing
and fell on his head about ten feet below, he
was taken to the Tung Wah Hospital, where he
died three hours later.

A Japan Tidal Wave Relief Fund has been
opened at the Mansion House. This we believe,
explains the absence from the local subscription
list of the names of several Companies and their
friends who have received advice that their Lon-
don office houses have suffered.

The Mercury of the 24th July says:—His
many friends will regret to learn that the
account of prolonged illness of Captain McEwen
is about to himself leave, hoping to
find health. He leaves for London by
the Empress of Japan to-morrow, and we wish
him a pleasant voyage and a speedy recovery.

Admiral Sir Edward Heath has been
appointed to command the Australian and
China Telegraph Company in place of the late
Sir John Parker. As regards the Eastern
Telegraph Company, the Marquis of Tweeddale
is elected Chairman in the same succession and
Mr. Denison Parker, the Managing Director,
becomes Vice-Chairman.

Messrs. Alex. Blighfield & Co., in their report
dated Shanghai, 1st July, say:—New recruits
and supplies have been sent to the air.
A Wheat Flour Mill Co. is being formed with
a strong directorate to mill native wheat in
modern fashion; and a new Dock and Engine
Works is also to be started with a directorate
partly foreign and partly native.

At ten o'clock yesterday morning the *Edgar*
left this station for Eddystone. Unfortunately
a heavy shower of rain fell soon after the boy
left, and consequently the hundreds of
sailors who had mounted the rigging of the
man-of-war to help him to get under way
had to leave him. The crew, however,
had to return to the deck to assist him
in getting away, and the ship was soon
under way.

The *Edgar* has taken the opportunity
of his stay in Berlin to have the bullet hole
repaired under the left eye during his visit to
Japan last year photographed by the aid of the
Rontgen rays. This has now become a very
busy point and is assisting
materially in supplying ore for the mill. Our
prospects here have improved since the date of
my last report and I have no hesitation in
saying they are now very encouraging indeed.

The forming our western chate on the
course of the Eddystone Bank, has been
and may be continued.

The one is not so good as that seen in
the intermediate level, but this is a matter
which may come all right directly when it has
been further opened up. On Gillice's reef, too,
a promising change has taken place in the north
end of the reef, at a point about 25 ft.
north of the reef, which is small (about 1 ft. 4 in.
in width), but as it is letting out water
readily, I am in hope that there is a larger
reef ahead.

It is poor for free gold, but assays
of the mineral give five fine ounces to the ton.
The reef as it is broken out of the place is
worth about 15 pds. per ounce. The steps on
the course of our N. and S. reefs have been
and may be continued.

The corresponding at Socoway mentions
the 23rd inst., that malignant and
dangerous rumours are being circulated there. It
is said that someone dressed in foreign clothes
has been telling the country people that
children are required to be sacrificed before
the chimneys of the factories there can be built,
and that children in Socoway are being
killed. It is calculated that ill-founded
reports outside some of the gates of Socoway have
led to some of the gates of Socoway to be
closed, and that there has been a notable
falling off in the attendance at the missionary
schools.—N. C. Daily News.

Mr. Ostwald's *Lloyd* says that H.E. Li
Hung-chang during his stay at Stettin ordered
three large cruisers for the Peiping Squadron
from the Vulcan Shipbuilding Yard. The
dimensions of the ships are 300 ft. long, 36 ft.
wide, 12 ft. deep, 12 ft. 6 in. beam, 22 ft.
height from upper-deck to water-line, 12 ft.
height from water-line to top of superstructure.

Regarding the shallowness of the coast near
Tsin-tsin, the draught will not exceed 10 feet 4
inches; tonnage 2,500. The vessels will be
fitted with duplex engines, indicating 7,500 horse-
power, and are expected to give the cruiser
a speed of 14 knots per hour. The hull will
be divided into two watertight compartments
of 15 cm., eight of 100 cm. air of 3.7 cm. six
Maxims, and one 10 cm. for landing purposes.
The torpedo armament will consist of one bow tube
below water, and two broadsides in above water.
The first cruiser must be delivered within 12
months, and the two others within 18 months,

The following notes on Korean affairs are
from a native source:—The British Legation
guard was withdrawn from Seoul on the 1st
instant, but the U.S. Legation still remained
in the city. The Japanese Legation is
garrisoned by 1,000 to 1,200 Chinese, who
came from Pusan Bay. The Korean
King has granted to Korea the harbour known
as Mok-tai Island (probably from its shape),
for the formation of a naval coaling station and arsenal
belonging to the Korean government. The
large dockyard is also, it is said, to be built
with machine tools. The harbour is easily
defended.—N. C. Daily News.

It may be remembered, says the Singapore
Press, that about two years ago Mr. W.
G. Groom, the well-known exchange broker of
Singapore, had a bad accident while driving
a trap overturning in the Orchard Road,
causing a severe compound fracture to the
bones of Mr. Groom's right foot. According
to his medical adviser, the man would have
lost his leg if he had not been treated
in time, in spite of the risks attaching to
that. After a long stay in hospital under
careful treatment the injuries were so far
healed that Mr. Groom was able to get about
with crutches and latterly even without a stick.
From time to time, however, he had to stop
and owing to the re-opening of the wound
and the consequent swelling of the limb, some
parts of which had to be surgically removed.
Temporary recoveries were made, but
ultimately in April last Mr. Groom had to go
home for a specialist's advice. He finally
placed himself under the care of the eminent
surgeon Dr. Marsh, and had mail brought
news that after the foot had been amputated
the Ronson ray had been decided to open it
again. This was done, and the limb was
restored to its former state.

It is to be hoped that the man will be
able to get about again, as he has
been a valuable addition to the firm.
The *Boys' Own Paper* is the most popular
magazine in the world, and it is
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NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS,
NOTICE TO CONSIGNEES.

S.S. "BENVENUTO"
FROM ANTWERP, LONDON, AND
SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf Company's Godowns, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to a fine.

All claims against the steamer must be presented to the Undersigned on or before the 3rd Inst. or they will not be recognized.

All broken, stained, and damaged Goods are to be returned to the Godowns, where they will be examined on the 30th instant at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBR. LIVINGSTON & CO., Agents.

Hongkong, 24th July, 1896. [1893]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MIJU, AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countervouching, and the immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & CO., Agents.

Hongkong, 24th July, 1896. [1893]

NOTICE TO CONSIGNEES.

"MIRZAPORE" FROM BOMBAY, COLOMBO, AND STRAITES.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Port of Call, ex s.s. *Mirzapore*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in case of whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 26th July, 1896. [1893]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY" FROM LONDON, BOMBAY, AND STRAITES.

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H. A. RITCHIE, Superintendent.

Hongkong, 26th July, 1896. [1893]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY" FROM LONDON, BOMBAY, AND